



Ship No. 1 is the wind tunnel test model. In mid-May 2006, the research team successfully completed 250 hours of wind tunnel tests on the X-48B Ship No. 1, at the historic Langley Full Scale Wind Tunnel at NASA's Langley Research Center, Langley Air Force Base, Va.

The prototype was then shipped to NASA's Dryden Flight Research Center at Edwards Air Force Base, Calif., where it serves as a backup to Ship No. 2, which is used for planned remotely piloted flight tests at Edwards. Ship No. 2 is currently being used in remotely-piloted flight testing at Dryden.



#### X-48 BWB Overview

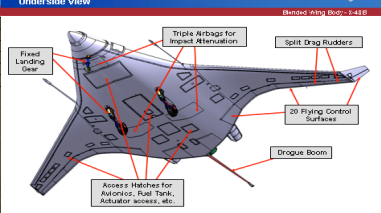
- Two X-48B Vehicles
  - Vehicle 1: Wind Tunnel & Flight Test
  - Vehicle 2: Primary Flight Test
- Two Configurations
  - Slats extended & retracted
- Dynamically Scaled
  - Maximum Weight: 525 lb
  - Wing Span: 21 ft
- Power: Three Small Turbojets
- Max. Equivalent Airspeed: 118 kts
- Maximum Altitude: 10,000 ft MSL
- Vertical Load Factor Limits: +4.5 to -3.0 g's
- Flight Duration: 30 to 50 min
- Uninhabited Air Vehicle (Remotely piloted from Ground Station)
- Conventional takeoff and landing (Non retractable Tricycle Gear)
- Emergency Recovery System (Drogue, Parachute, and Air Bags)
- Research partnership of Boeing, NASA, and AFRL
- System fabricated by Cranfield Aerospace in the UK



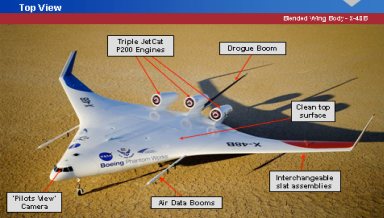
#### Vehicle Characteristics

	Bent wing Body - 1:400
Length	7
Wingspan	6.22 m (20 ft 5 in)
Weight	225 kg (500 lb)
Speed	220 km/h (129 knots)
Ceiling	3300 m (10895 ft)
Propulsion	3x turbojet

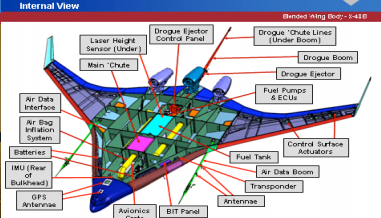
#### Air Vehicle Configuration



#### Air Vehicle Configuration



#### Air Vehicle Configuration



Can be used as an alternate if need be

